

Hongkong Daily Press.

MARTELL'S
BRANDIES HAVE A WORLD-
WIDE REPUTATION.

	Per Doz.
•••••	826
•••••	31
V.S.O.P.	51
V.V.S.O.P.	93

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PRICE, \$3 PER MONTH

9 | Hongkong, 4th October, 1902.

INTIMATION

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LIMITED

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Per doz. Per bot.

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C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	18.50	1.20
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Per doz. Per bot.

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FINE	27.00	2.25

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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Our communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dress for publication, and as evidence of good faith,
all letters for publication should be written on
one side of the paper only.
No anonymous signed communications that have
appeared in other papers will be inserted.
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Telegraphic Address: Press, Codes: A.B.C. 614/Ed.
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P.O. Box, 33, Telephone No. 12

DEATH.

On the 30th April at Earl's Court Square, London,
T. R. SHERRINGTON, M. Inst. C.E., late
Consulting Engineer to the Japanese Government,
aged 76 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1st June 1903.

The approval given by the Legislative
Council of the Straits Settlements with only
one dissentient to the scheme formulated by
the Straits Currency Committee is a matter
of considerable interest to Hongkong, and
will doubtless serve to hasten the appoint-
ment of the Committee of Enquiry which
has been solicited by the Hongkong General
Chamber of Commerce. While it was fully
expected that the Straits Legislature would
approve the Committee's scheme, we gather
from the latest Singapore papers to hand
that a final decision was not immediately
expected, as in the words of the *Free Press*,
"there are many points open to discussion,"
and many details that may cause serious
"harm to our trade if not foreseen and
"provided against." In the little brochure
by Mr. A. HUTTENBACH, reviewed in
our columns a couple of months ago, the
subject in all its bearings was excellently
discussed. As our Singapore contemporary
reminds its readers, according to Mr.
HUTTENBACH's calculations half the trade
of the Straits Settlements is done with
countries who would, because co-using the
Straits currency, be affected by any change
in it. The author specially mentions the
case of Deli and Acheen, whose trade
is so important to Penang, and in
this connection our contemporary quotes
from a criticism of the book appearing
in the *Deli Courant*, a paragraph which
referring to the opinion expressed by Mr.
HUTTENBACH that it looks as if Deli would go
on using British and Mexican dollars, says:—

"We would sincerely regret this: we con-
sider it of great importance that also for
"Deli a fixed dollar rate should exist, the
"more so as one can foresee that if the
"Straits should adopt a dollar with a
"fixed rate, the Government will at the
"same time forbid the importation of dol-
"lars. Then silver will go down still more
"and the dollar still further depreciate. . .
"On the adoption of a gold basis in India
"and Japan, silver at the beginning rose,
"only to fall to a lower point afterwards.
"It would not at all astonish us if the dol-
"lar, after the regulation of the exchange
"question in the Straits, should go down to
"80. In any case Deli can derive no profit
"by the maintenance of the Mexican dollar,
"while it would have all the advantages of
"a fixed dollar rate equal to that of the
"Straits." We note that the Straits Colonial
Secretary has recently been on a visit to
Batavia and is stated to have consulted the
Netherlands Indies officials on currency
and other matters, and we may take it that
the Straits Legislative Council, which, in-
cluding H.E. the Governor, consists of
sixteen members, would not have adopted
with only one dissentient, the scheme for a
gold standard unless they felt amply as-
sured that no serious harm to the trade
of the Colony would follow, but rather that
the change would be highly beneficial.
Many of the arguments which have in-
fluenced the Currency Committee and Straits
Legislature in favour of a gold standard
apply with equal force to Hongkong, and we
doubt whether the same Committee of En-
quiry would see in the geographical situation
of Hongkong an argument of sufficient
weight to vary the terms of the verdict they
have given in the case of the Straits Settle-
ments. Of course, it would be more satis-
factory if the Government of China could
be influenced to put the currency of the
whole Empire on a gold basis, but China is
never in a hurry and Hongkong can hardly
afford to wait until the Chinese Govern-
ment finds itself prepared for the inevitable
change.

The German mail of the 29th April was
delivered in London on the 29th May.

The report on the Botanical and Afforestation
Department for the year 1902 is published
in the *Gazette*.

Between Saturday night and Sunday morn-
ing the office at 14, Des Vaux Road of Mr.
P. Keise, Equitable Life Assurance Co., was
broken into by burglars and property to the
value of about \$100 was taken away.

The U.S. monitor *Monterey* left on Satur-
day for Shanghai, and the British sloop
Algerine came in from Mrs. Day. Yesterday
morning the French gunboat *Surprise* arrived
from Kwangchauwan.

A movement has been started to open a lodge
of the Royal and Ancient Order of Buffaloes in
the Colony, to be called the King Edward VII
Lodge No. 910. A meeting of the promoters
was held on Friday evening last to elect offi-
cers and arrange details.

Fifteen cases of plague were recorded in the
daily return issued by the Acting Medical
Officer of Health on Saturday. A case from
No. 1, College Gardens is given as that of an
European. Two Indians in the Victoria Gaol
quarters and two other Indians appear in the
list. Only five of the cases in the list were fatal,
and these were all Chinese cases. The year's
total now reaches 915.

The following programme of music will be
played by the band of the 10th Bombay Light
Infantry on the New Parade Ground to-day,
from 5 to 6.30 p.m.:—
March "Heroique" Schubert
Overture "Paysanne" Suppe
Selection "Le Bourgeois" Audran
Valse "The Officer's" Cotta
Selection "The French Maid" Staughton
Galop "Violet" Lamont
"God Save the King."

The *Manila Times*, referring to the recent
death in Hongkong of Mr. A. S. McKay, a
Manila contractor and builder, says:—Mr.
McKay was well known in Manila. He
originally came here from San Francisco under
a contract to build bridges for the Government.
Being a first-class mechanic he soon had charge
of such work in the Engineering Department.
Later he joined in partnership with Mr.
McKinnon, forming the firm of McKay &
McKinnon. Mr. McKay was 52 years old at
the time of his death. He was born in Canada
of Scotch parents, and when the Caledonian
Club was organised here he had the honour of
being its first chief.

The following paragraph is from a home
paper:—"Sir Henry Blake, who is said to be
likely to succeed Sir J. West Ridgeway as
Governor of Ceylon later in the year, is now
Governor of Hongkong. Lady Blake, whose
father was an M.P. and whose sister is now a
duchess, has her own ideas of pets, and at
Hongkong a tame leopard is allowed to walk
freely in the grounds of Government House.
One night a young subaltern and his partner,
who were Lady Blake's guests at a ball, left
the ballroom for a walk in the grounds, and sat
down on a seat built round a tree. They were
up again in a moment. Two piercing screams
fell upon the quiet evening air, and when it was
all over the subaltern and his partner found
that they had sat down on the leopard." We
may add the well-known Italian proverb:—"Is
it not true, it is well-invented."

Here Comes, the new German Minister to
Bangkok, was at one time Consul at Hong-
kong.

According to the papers by the latest mail
"a few isolated cases of plague" have been
reported in Manila.

Dr. Eiswaldt, for many years German Consul
at Tientsin, and who went home some three
years ago, has been appointed to the German
Consulate at Canton.

Mr. Balfour, the Prime Minister, has for the
second time been stopped for motoring at
excessive speed and his driver has been fined
for the offence.

The Chinese Minister at St. Petersburg gave
a *djener* in honour of General Kuropatin,
Russian Minister of War, on the eve of the
latter's departure for the Far East.

The special Board of Oriental Studies at the
University of Cambridge has reported to the
Vice-Chancellor for presentation to the Senate
a recommendation that Chinese should be
included in the Oriental Language Tripos.

With reference to the disappearance of Mr.
W. Simpson, one of the passengers on the
Tamara Maru, on March 24th, the *Straits*
Times understands that he left a will bequeath-
ing his whole estate, including the "La
Minerva" cigar factory in Manila, to his sister
in Scotland.

Sir Arthur Fanshawe, K.C.S.I., Director-
General of Post Offices in India, who is now at
home on leave, has been appointed by the
Secretary of State to represent India on Mr.
Austen Chamberlain's Committee on the subject
of postal contracts in connection with the
Panisular and Oriental mail service.

The British steamer *Crown of Arragon* was
towed, in distress, into Colombo harbour on the
2nd instant. She had broken her tail shaft in
the Indian Ocean on a voyage from Hamburg
for Vladivostok. The vessel drifted about
aimlessly for six days when she was picked up
by the s.s. *City of Corinth*, which took her to
Colombo. The *Crown of Arragon* will be re-
paired there.

M. Paul Blouet, the witty Frenchman
known to the world of letters as Max
O'Rell, has died in Paris of cancer. As a
lecturer no less than as an author Max O'Rell
was in great demand. At the time of the
Franco-Russian war he was taken prisoner
at Sedan. He was severely wounded during
the Commune, disabled and pensioned. Then
he went to England in the capacity of
London correspondent of French papers. He
forsook that for the teaching profession—
perhaps united the two. For some years he
was French master at St. Paul's School, and
when he gave up that he travelled widely as
a lecturer, in Great Britain, Ireland, France,
Belgium, Holland, America, Australia, Tas-
mania, New Zealand and South Africa. As a
lecturer he never failed to draw a large
audience. Among his books perhaps the best
known are "John Bull and his Island," "John
Bull's Womanhood" and "Jacques Bon-
homme" which are full of the drolleries which
made him so delightful as a lecturer. Since
1901 Max O'Rell had been editing the *Figaro*.

The Deutsche-Ostasiatische-Gesellschaft
(German East Asiatic Society) on April 18th
held its annual meeting at Berlin, the Com-
mander of the 1st Army Corps, General von
der Goltz, being in the chair. A number
of well-known people interested in the Far East
were present. Dr. Vossberg-Reckow, in an
eloquent speech, took a survey of German-
Asiatic politics of last year, and especially
dwelt on the question of the making of
new ways of communication in Asia
and the conditions for the producing of
industrial raw material, &c. After this much-
applauded speech General A. D. von Zeppelin
referred to the East Asiatic journey of
inspection made by the Russian Minister of
Finances, M. de Witte, and especially spoke
about the possibility of seeing an agricultural
competition organised in Siberia, which point
will be further considered by the society. The
Board of Directors was re-elected, and Baron
von Gaul and General von Liebert were
appointed vice-presidents.

KWANJSI FAMINE FUND.

The Hon. Treasurers acknowledge with thanks
the following subscriptions:—

Amount previously acknowledged	\$23,829.52
Kwong Yuen	50
S. T. Dunn	100
W. S. Bailey & Co.	50
B. H. K.	20
Wing Cheong Lee	100
Wing Cheong Fat	100
Po Loong	100
Kwong Man Cheung	100
Kut Cheong Hing	100
Mee Chun	100
Foo Chan	100
Yuen Sing	100
Look Tai Wo	100
Chit Wo	100
Kwong Cheong Tai	100
Kam Tak Tai	100
Ho Ngo Lan	100
Kwong On Wing	100
Hang On Insurance Co.	100
Tung On Insurance Co.	100
Tung Chan	100
Chi Fook Lan	100
Ho Yick Co.	100
Kwong Wing Sun	100
Kwong Yick Wo	100
Chin Tak Leong	100
Him Yick	100
Chi Wing On	100

Total \$29,549.52
Up to date 5,714 piculs of rice have been
shipped for distribution amongst the sufferers
at a cost of \$24,983.07.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

STRAITS CURRENCY.

GOLD SCHEME APPROVED.

SINGAPORE, 30th May.

The Legislature has approved the Cur-
rency scheme, only one member dissenting.
General satisfaction is expressed in the
Colony.

[The above was published in our mid-day
Extra on Saturday.]

REUTERS'S SERVICE.

PRESIDENT LOUBET'S VISIT TO
ENGLAND.

LONDON, 28th May.

The *Temps* states that President Loubet will
visit King Edward in July, after the visit of
King Emanuel.

THE PLAGUE IN INDIA.

LONDON, 28th May.

The deaths from plague in the Punjab from
1st January to 2nd May amount to 141,789 out
of a population of 22,500,000.

THE DERBY.

LONDON, 28th May.

There were only seven starters for the Derby.

MR. CHAMBERLAIN'S FISCAL
POLICY.

LONDON, 28th May.

On a motion to adjourn the House for Whit-
suntide Sir Charles Dike raised a discussion
on Mr. Chamberlain's fiscal policy.

Mr. Balfour advocated re-casting the Com-
mercial policy in the direction of reciprocity.

Mr. Chamberlain said he was justified in
taking the opinion of the country in view of
the resolutions passed at the Colonial confer-
ence; he recalled the complete change of
circumstances since Cobden's day and suggested
revenue for the sole purpose of meeting
expenditure. If foreign countries treated our
Colonies as foreign nations we must retaliate.
The House adjourned to the 8th June.

LATER.

Mr. Chamberlain says that although an
entire reversal of the Fiscal Policy is not
suggested, the application of his ideas would
require a new mandate involving the considera-
tion of the general condition of the country and
the position of the working classes; without
closer fiscal relationship and closer political
union, the Empire was impossible. When a
new mandate had been obtained, another
Colonial conference would be called and in the
meanwhile the fullest information would be
collected as to the likely effect of preferential
tariffs on the manufacturers of the country.

The Opposition leaders did not participate in
the debate, awaiting Sir Henry Campbell-
Bannerman's motion on fiscal policy.

THE PRINCE OF WALES' VISIT
TO INDIA.

LONDON, 29th May.

The proposed visit of the Prince of Wales to
India lacks foundation.

"TIMES" CORRESPONDENT EXPEL-
LED FROM RUSSIA.

LONDON, 29th May.

The *Times* correspondent at St. Petersburg
has been expelled from Russia; it is supposed,
for criticising internal affairs.

RESULT OF THE OAKS.

LONDON, 29th May.

1 Our Lassie.
2 Hammerkop.
3 Skyrunner.

NAVAL APPOINTMENTS.

LONDON, 29th May.

Admiral Drury has been appointed a Lord
of the Admiralty and will be succeeded in the
East Indian Command by Rear Admiral
Alkinson Willes.

CEREMONY ON THE PARADE
GROUND.

An interesting ceremony took place on the
Parade Ground, opposite the Cricket Ground,
yesterday morning, when the troops attending
the Church of England service at 8.30 a.m.
formed up to witness the presentation by H.E.
Major-General Gascoigne of the following
order and medals won during the late war in
South Africa:—

Insights of the Distinguished Service Order
—Captain T. H. M. Green, 1st Sherwood
Foresters.

Medal for Distinguished Conduct in the
Field—Sergeant-Major W. J. Roberts, Colour-
Sergeant C. D. Randall, Colour-Sergeant W.
Sutton, Armourer-Sergeant G. W. A. Vennell, and
Private H. Marriot (all 1st Sherwood Foresters).
The Long Service and Good Conduct Medals
were also presented to Gunners Donovan and
Newberry, Royal Garrison Artillery.

SUPREME COURT.

Saturday, 30th May.

IN SUMMARY JURISDICTION.

BEFORE H. E. HOKOUR A. G. WIER
(JUDGE).W. BREWER & CO. v. PORTLAND AND ASIATIC
S.S. CO.—JUDGMENT.

His Lordship delivered judgment in the action in
which W. Brewer and Co. claimed \$-00 damages
from the Portland and Asiatic Steamship Co. for
damages suffered in consequence of the non-fulfil-
ment by the defendants of a certain undertaking in
writing, dated May 7th, 1902, in consideration of
which plaintiffs allowed the steamship *Indravelli*
to leave Hongkong with certain goods laden on
board belonging to and consigned to T. W.
Hindmarsh, who was then and still is indebted
to plaintiffs for goods sold and delivered.

Mr. H. E. Pollock, K.C. (instructed by
Messrs Johnson, Stokes and Master), appeared
for plaintiffs, whilst Mr. M. W. Slade, barrister-
at-law (instructed by Messrs Wilkinson and
Grist), represented the defendants.

His Lordship said:—This is an action on an
undertaking given under the following circum-
stances. The plaintiffs commenced an action
against one W. T. Hindmarsh, and subsequently
obtained judgment on May 23, 1902, with costs
and leave to issue execution against the goods
attached under a writ of foreign attachment
dated May 1, 1902, which directed the bailiff to
attach all the property, movable and immovable
of the said T. W. Hindmarsh, which should be
found within the Colony. This writ was duly
served on Mr. Wilgress on behalf of the de-
fendant company (as garnishee) on the same
day. The plaintiffs proposed under their writ
of foreign attachment to seize some 26 cases
of goods then already shipped by Hindmarsh
on a steamer belonging to defendants, but as
the steamer was leaving in a short time it was
arranged that the goods should not be dis-
charged on an undertaking being given by the
agent of the defendant company. An under-
taking was given, and on that undertaking
the present action is brought. The goods were
carried to their destination and the trouble has
arisen because, after their arrival, the American
Courts decided that the larger portion of them
belonged to some third party, and that, there-
fore, they could not be returned to Hongkong.
Hence the action.

His Lordship went on to read the undertaking
which was to the effect that the defendants
in consideration of Messrs. Funk & Co., Tak
Cheong, W. Brewer & Co., Wong Hing and the
Mutual Stores, who were stated to be creditors of
T. W. Hindmarsh and to be taking proceedings
to recover the amounts due, and who intended to
seize by the order of the Supreme Court of
Hongkong goods belonging to T. W. Hindmarsh
already laden on board the s.s. *Indravelli* (leaving
on the day on which the undertaking was
given), not insisting on their discharging such
goods from the ship before she left Hongkong,
the defendant undertook to hold such goods
subject to the order of the Supreme Court of
Hongkong to satisfy any judgment and costs
awarded against T. W. Hindmarsh. Defen-
dants stipulated, however, that claimants' law-
yers (Messrs. Johnson, Stokes & Master) must
produce the necessary order of the Court to
protect defendants in their holding on the other
side.

Continuing, His Lordship said:—As to the
undertaking generally I am distinctly of
opinion, and hold as a matter of fact, that on
May 7, 1902 (the date of the signature of Mr.
Cameron as general agent of the defendant
company) all the parties were of opinion that
the 26 cases in question were the property of
T. W. Hindmarsh, and that Mr. Cameron
intended to bind himself as to those 26 cases.
That being so it remains to be seen how the
undertaking expresses such opinion. The first
objection taken on behalf of the defendants is
that the undertaking refers only to goods be-
longing to T. W. Hindmarsh, and that there-
fore, in consequence of the American decision
before referred to, Mr. Cameron is only liable
for such goods as are actually proved to belong
to Hindmarsh. As to the American decision,
in the view I take of the case, I do not think
that I need take it into consideration. The
words in the undertaking follow the words in
the writ of foreign attachment and correctly
describe the 26 cases. Hindmarsh was the
shipper and the only man who could sue on the
bill of lading, and in law at that time
he was the only owner, and the only
man who could be so described. So that
instead of, as counsel for the defendants
contended, the words imposing a condition that
Mr. Cameron is only liable for goods that may
possibly hereafter be proved to belong to Hind-
marsh, I think that they are an additional
carmark to the 26 cases as being included in the
undertaking. The second objection taken to
the document is based on the words "subject to
the order of the Supreme Court of Hongkong
to satisfy any judgment, etc." On those words
it was argued that the Court having never
made any further order in accordance with the
provisions of Section 470 of the Code of Civil
Procedure, the undertaking is bad. However,
when the Court gave judgment in the original
action, it also gave leave to issue execution
against these goods, but as by that time the
goods had left it does not seem to me that there
was any further action necessary on the
part of the Court with reference to goods
that were out of its jurisdiction. The
just objection to the undertaking refers to
the last two lines. They are as follows:—

"You must, however, produce the necessary
order of the Court to protect us in our
holding on the other side." It was incidentally
mentioned in the course of argument
that this proviso had not been inserted
under legal advice, as the rest of the provisions
of the undertaking had been. Whether, how-
ever, this proviso was added by Mr. Cameron

as mere form or not, it cannot be construed by
itself, but must be taken in conjunction with
the rest of the document. Counsel for the
defendants gave Mr. Cameron credit for con-
siderable powers of prophecy and argued that
the insertion of such a proviso showed that there
was present in Mr. Cameron's mind a set of
circumstances similar to those which have
occurred, viz., that he foresaw the possibility of
a third party coming forward and claiming
the goods, as and from the time of ship-
ment, and that the document (copies of the
writ of foreign attachment) which were
forwarded having been held by the American
Court to be insufficient to cover all the goods,
the undertaking is bad. However, I think the
argument is fallacious, for if my opinion is
correct that on May 7, 1902, Mr. Cameron was
convinced that the whole of the 26 cases
belonged to Hindmarsh, then it seems to me
impossible that he could have contemplated any
third party coming in to set up a totally dif-
ferent claim. What he meant, as it seems to
me, and what appears to be in consonance with
the rest of the undertaking, is: "Give me docu-
ments that will protect me in my holding on
the other side against Hindmarsh, the shipper
and owner, or possibly against some indorsee
of his in the ordinary course of business,"
and these he got. Therefore on the docu-
ment itself I am of opinion that the defence fails.
Counsel for the defence also contended that no
damages had been proved, but I stated at the
hearing that I should allow such a technical error
to be rectified. There were two other defences,
one with reference to execution not having been
taken out, and the other with reference to the
defendants being in the position of guarantors.
This latter I admit I did not quite understand.
I shall therefore pass these two defences over
by simply stating that I think the action is
rightly brought. Under these circumstances
the case for the defendants fails, and the
plaintiff, before recovering judgment, will have
to prove damage.

With regard to the proving of damage, Mr.
Slade admitted that the judgment amount in
the original case, and costs, had not been paid.

His Lordship allowed the costs of the action,
the amount of judgment in the original action,
and the costs of that action; costs as to summons
in chambers disallowed.

The Court rose.

POLICE COURT.

Saturday, 30th May.

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE.)

THE INTERRUPTED CLAN FIGHT.

The seven coolies arrested in connection with
the clan fight which had been arranged to take
place on the Rifle Range at Kowloon on Thurs-
day, and who were charged with unlawfully
assembling in the night with intent to commit
a breach of the peace, were again placed in the
dock. They had already pleaded not guilty
and were defended by Mr. O. D. Thomson,
solicitor (Messrs. Stephens and Thomson).

Evidence having been given of the facts of
the case as detailed in the report published in
this column on Saturday morning, Mr. Thom-
son submitted on behalf of his clients that
nothing had been proved by the prosecution,
who had failed to show that the iron implements
found in possession of the accused when they
were arrested by the police were not instruments
used by them in their trade, against the carry-
ing of which at night or at any other time in
the twenty-four hours there was no law.

His Worship said he found the charge fully
proved. The offence was a serious one, for
there was no doubt that but for the timely
action of the police a bad collision between the
two parties of coolies would have taken
place. He imposed a fine upon each of the
defendants of \$50 or six weeks' hard labour,
and bound them over in a personal bond of
\$200 to be of good behaviour for a year.

DUMPING A PLAGUE PATIENT.

On the 27th ult. a Chinaman suffering from
plague was seen to be carried from the steam
launch *Kwong Hoi* and placed in Fraya East
Road, where he was picked up by Sanitary
Inspector Mackenzie and taken to No. 2 Police
Station. Police Inspector Collett, who is in
charge of the station, and two Chinese detectives
instigated enquiries, and subsequently arrested
a couple of hands on the launch who were seen
by witnesses to carry the sick man ashore.
The latter was sent to Kowloon General Hospital,
and is still alive—or was on Saturday, although
a Chinese doctor told his Worship that there
was not much chance of his recovering.

POST OFFICE ANNUAL REPORT.

The report on the Post Office for the year 1902 by Mr. L. A. M. Johnston, Postmaster-General, is published in the *Government Gazette*. From it we call the following particulars:—

International and local correspondence received and despatched during the year—Received: Letters and postcards (including 124 insured and 289,140 registered), 2,311,834; other articles, 1,287,777. Despatched: Letters and postcards (including 167 insured and 190,050 registered), 3,082,140; other articles, 968,350.

The number of bags, &c., received and despatched shows an increase on that of 1901. The total number actually dealt with was—Bags, 96,623; packets, 11,988; parcel post boxes, 7,978; and loose letter boxes, 2,516. The number of steamers conveying these mails was 7,426 inwards and 8,432 outwards. Included in the former are 43 United States mail packets, 26 English P. & O. contract packets, 26 Messageries Maritimes Co.'s packets, 26 German mail packets, and 15 Canadian.

During the year the English mails were received here on 6 occasions in 27 days, on 17 occasions in 28 days, on 22 occasions in 29 days, and on other occasions in 30 to 41 days. Twice during the year the French mails were brought on to Hongkong by vessels of the Nippon Yusen Kaisha (Japanese European line).

The total sales of postage stamps for the year amounted to \$264,429.83, an advance on the sales of the previous year of no less a sum than \$25,948.34. The sales of stamps at the British Post Office at Shanghai and at the British postal agencies in China amounted to \$30,246.02, an increase of \$6,140.74 on the previous year's receipts, the Shanghai Post Office receipts under this head being \$50,010.06 in 1902 against \$38,749.64 in 1901.

The parcel post business shows a decrease of 451 on that of the previous year. The total number received (including 4,090 insured) amounted to 44,150, and despatched (including 4,377 insured) to 37,239.

The statement of revenue and expenditure for the year 1902 shows that the revenue received from all sources was \$387,066.19, exceeding that of 1901 by \$31,153.49; and the expenditure was \$381,624.12, an increase of \$42,554.61 on that of the previous year. The net balance to the credit of Hongkong Post Office on the year's transactions amounted to \$75,826.07.

The money order business done during the year 1902 was \$721,112.08. The sales of Imperial and local postal notes in 1902 amounted to \$6,026.64, 74d. and \$10,434.07 respectively, the former showing a decrease of £292 5s. 5d. and the latter an increase of \$341.01 on the sales of the previous year. The penny letter postage was extended to the British postal agencies from 15th February, 1902.

ATLANTIC SHIPPING TRUST.

INVESTORS FIGHTING SHY.

The London correspondent of the *Manchester Guardian* says:—I learn on good authority that the International Marine Company is seriously disappointed at the miscarriage of its financial plans. There has been a long and strange delay in offering its securities in the public market. They are not even as yet being dealt in on the New York Exchange. The real explanation is that those carrying the stock find it impossible to secure purchasers except on such unfavourable terms that they are afraid to invite public sale and reveal how low the price is. The fact seems to be that investors are so fully aware of the over-capitalisation of the company that they refuse to take the securities. At present the embarrassment of the promoters is simply that of having to carry unaleable stock, but I hear fears expressed that the situation may easily become more involved.

THE GERMAN-CHINA RAILWAY COMPANY.

The following further particulars have been published concerning the new line of railway which is to be built by the German-China Railway Company. So long ago as in 1899 there was concluded a preliminary agreement between the German-Asian Bank, the Hongkong Bank, and the Chinese Government, with regard to the projected railway which is destined to bring the German Protectorate into further close relations with China. The line will connect Tientsin with Tsingtau, and therefore it will have to cross the broad stream of the Hoangho. At Tsingtau the railway will meet the German Shantung Railway, and thereby it will form a connection with Taientan, the port on the Bay of Kiaochow. From Taientan the line will be taken further to the south as far as Tsinan-fu, the Chinese Mecca, whither bands of pilgrims travel during the whole year for the purpose of visiting the neighbouring sacred mountain, the Tai-shan. Southwards of Tsinan-fu there is also another favourite place of pilgrimage, Ku-fu, which contains the grave of Confucius. From the southern frontier of Shantung the construction of the railway will be undertaken by a British syndicate, at the head of which are the Hongkong Bank and the British and Chinese Corporation. The negotiations concerning this section of the line are still going on.

WEATHER REPORT.

The Hongkong Observatory on the 30th ult. issued the following report:—

The barometer continues to fall over N. China and Japan. The depression still lies over N. China. It appears to be moving slowly towards NE. Pressure remains high over the Pacific to the SE. of Japan. Conditions slight with moderate S. winds in the Formosa Channel and light S.E. winds over the N. part of the China Sea. Forecast:—Light S.E. winds; fine.

CHINA LIGHT & POWER CO., LD.

ANNUAL MEETING.

The second ordinary annual meeting of shareholders in the China Light and Power Co., Ltd., was held on Saturday at eleven o'clock forenoon in the offices. The Hon. R. Shewan (chairman) presided, and the others present were the Hon. Sir C. P. Chater, C.M.G., Dr. J. W. Noble, and Messrs. J. H. Lewis, G. C. Moxon, C. A. Tomes, A. Babington, and A. Reid.

The notice calling the meeting having been read,

The CHAIRMAN said:—Gentlemen. With your permission, we will take the report and accounts, which have been in your hands for some time, as read. I said when I met you here this time last year, that I thought we had soon the last of our troubles at Canton, but I am sorry to say that I was mistaken. A loss of over \$17,000, as the result of the year's work at Canton, is most unfortunate—it has been due almost entirely to one cause, and that is the faulty engines with which we are working there. The original engine was ordered by the former Chinese company in 1893, and another similar one was added the following year, but they have proved quite unsuitable and their extravagant coal consumption makes it impossible for us to work at a profit. In the beginning of the year, things went fairly well, although we were never greatly pleased with the engines, but as soon as we began to work them to their full capacity they broke down, and this happened over and over again until our customers' patience, as well as our own, was fairly worn out. By careful watching and nursing we have managed to keep free from accident for the last two months, but we dare not take on any new business; the factory is not doing its full work and is not, therefore, running at a profit as it should be doing, while our engineer assures us that with all the attention he can give, it may be only a question of a few months before there will be a much more serious breakdown than any we have yet had.

Under such circumstances, with continual stoppages, loss of our working time, and the heavy expense of repairs to machinery, it would not have been surprising if our loss had been still greater. At the moment we are working at a slight loss at Canton, but in a short time expect to make both ends meet. That will be the utmost we can do, so we are forced to give up all idea of ever doing any real good with these engines. There is consequently only one thing left for us to do now, and that is to replace them at once by a new set of the most modern and most economical design. As you are, perhaps, aware, there have been great improvements in electrical engines of late years, and we estimate that for an expenditure of about \$80,000 we can obtain a set of three engines, two of which would give us one hundred per cent. better results than the present two, while we should have an extra one in reserve in case of accident. In spite of all these difficulties and disappointments there is, however, no reason why we should lose heart. The business is there, and will, I feel certain, prove a very profitable one if we persevere with it. The demand is good—the Shamen community have only lately insisted upon our running a day later in order to supply them with power for electric fans, &c., and we do not anticipate any difficulty whatever in obtaining fresh customers for all the extra supply from the new engines on terms which should leave a handsome profit for the Company. Not only this, to supply such a large city as Canton would require many larger installations than ours, and whilst striving not to appear unduly optimistic I cannot help saying that I feel there are great possibilities in the future for us there. As regards Kowloon, there have been no troubles beyond continual struggles with the contractor over the extraordinary delay which took place in completing the building, and which was imputed to scarcity of skilled labour. Everything otherwise has worked very smoothly and satisfactorily since the factory started in February. Orders are coming in, but of course we cannot fill them all at once, as it takes time to make the necessary communications and put in installations. We have now installed over 500 lights, bringing in about \$1,200 per month, against an expenditure of \$1,900 per month, but at the present rate of progress it will only be a little time before the difference will be in our favour.

We have three sets of engines and generators there, two for use and one for reserve. At present we can do all we require with one set, but we hope it will not be long before we shall have to keep the other going as well. The next question we have to consider is that of finance. You will see from the accounts that we were in debt to the extent of say \$220,000, which has been increased since then to \$227,574. This is of course simply in consequence of our not having increased our capital (which was intended to cover the cost of the Kowloon works only) when we decided to take over the Canton factory, which you will see stands us in with material and everything over \$200,000 extra. The reason why we did not ask for more capital then was that, as most of you are aware, we had great hopes at that time of making the two concerns in another much larger electrical undertaking. The negotiations for continuing the business in the best way we could. We reckon that to cover our present indebtedness and pay for the new engines at Canton, leaving a little over for working capital, we shall require about \$350,000, and we propose to obtain this by issuing \$150,000 new capital, say 150,000 shares of \$10 each, and debentures for \$200,000, in 8 per cent. bonds of \$1,000 each at \$87.5, or of \$100 at \$97.50. As an inducement to new shareholders we propose to put them on

equal terms with the old shareholders by writing down the old shares to \$10 each, and as a further inducement, and also to show their own faith in the future of the Company, the general managers will guarantee a dividend of 6 per cent. on the new shares for three years. The debentures, too, on the terms named should prove a good opportunity to those who prefer that form of investment. This is the best way out of our difficulties that we can think of, and unless any shareholder has a better suggestion to make, we shall call the necessary meetings for the purpose in due course. I fully sympathise with shareholders in their very natural disappointment with the result now laid before you, but you will gather from what I have just told you that things are by no means so bad as you may have thought. The general managers are among the largest shareholders and have suffered accordingly, but still have every confidence in the future of this Company and will willingly take up their full share of any new issue. In addition to Messrs. Lewis and Chater we recommend the election of Dr. J. W. Noble, who has a large share in the company and who takes a great interest in its fortunes. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that shareholders may put.

There were no questions, and on the motion of the CHAIRMAN, seconded by Dr. NOBLE, the report and accounts as presented were adopted and passed.

Mr. NOXON next moved that Sir Paul Chater, Dr. Noble, and Mr. J. H. Lewis be elected to the consulting committee.

Mr. BABINGTON seconded, and the motion was carried unanimously.

The only other item of business was the election of auditors, and on the motion of Mr. LEWIS, seconded by Mr. REID, Messrs. W. H. Potts and A. O. Gourdin were re-elected.

THE BRITISH EMPIRE AND FREE TRADE.

MR. CHAMBERLAIN'S SPEECH MAKING SPEECH. The following summary of the important speech by Mr. Chamberlain on May 18th, which has aroused so much interest, is given in the *Indian papers*:—

Mr. Chamberlain, in a speech at Birmingham, strongly condemned the interpretation of Free Trade which prevented England favouring her Colonies or retaliating against those countries penalising the Colonies favouring England.

He hinted that the consolidation of the Empire by relations of interest would be the main issue of the General Election. On the Imperial policy during the next few years would depend whether the Empire stood together or fell into separate States, selfishly seeking their own interests. The business of British statesmen was to do everything, even at some present sacrifice, to keep and increase the trade of the Colonies, even if other trade was thereby lessened. It depended on the way we treated the Colonies' offers of preferential tariffs whether that policy would be developed or withdrawn.

Referring to Germany's retaliation against Canada, he said the dictation and interference of foreign Powers had been justified by the belief that we were unable to defend the Colonies. That new position was not contemplated by Bright and Cobden, who, if alive now, would not hesitate to conclude a treaty of preference with our own children. The country ought not to be bound by any technical definition of Free Trade as far as follow-up subjects are concerned, and we should not hesitate to retaliate wherever interests between our Colonies and ourselves are threatened by others.

He did not think that the General Election was near, but the issue would depend on whether people were prepared to do all that was necessary, even if occasionally against their prejudice, to consolidate the Empire.

A later despatch says:—Mr. Chamberlain's speech is regarded as making an epoch in the financial relations of the Mother Country and the Colonies, and raising the issue whether world-wide Free Trade is in accord with the country's best interests. The newspapers say that it is a stand made for a parting of the ways. The speech forces the country to take up seriously the question of Free Trade.

PETROLEUM COMBINE IN THE EAST.

With reference to the rumours which have been current as to a contemplated combination between the Standard Oil Co. and the Russian Oil producers, for "regulating" the prices of kerosene oil in India and the Far East, the following significant paragraph appears in the last issue of *Petroleum*, a journal which is particularly well informed on matters connected with the operations of the Standard Oil Company:—

"In connection with the proposed Asiatic combine, to which *Petroleum* alone has made occasional references lately, we have already expressed the hope that this will be successfully brought about. The Standard and Rothschild concerns are interested in it, and there is no doubt that the Shell Transport and Trading Company and the Royal Dutch Company would benefit very materially in several respects. The Directors of the Shell Transport and Trading Company have held meetings to discuss this important subject, and we expect that shortly the announcement will be made that an arrangement has been arrived at to run the oil business in the Far East on non-competitive lines."

The Patentes-Macniven & Cameron, Limited, deserve A NATIONAL MEMORIAL for their excellent inventions. — *Tower Chronicle*. THE WATKINS PATENT. THE HANCOCK PATENT. Sold at all Stationers. Waverley Works, Edinburgh. [2946-2]

LATE TELEGRAMS.

[VIA CAYLON.]

THE BYE-ELECTION FOR PRESTON.

London, 15th May. Mr. Kerr, the Unionist candidate, has been elected Member for Preston, in place of Mr. Hanbury, deceased, having polled 6,639 votes against 6,429 polled by Mr. Hodge, the Labour candidate.

THE TROUBLE IN ALGERIA.

London, 15th May. Another military convoy has been attacked near the Duvy River, on the southern Franco-Moorish border. Forty-seven camels were captured.

THE COTTON MARKET.

London, 15th May. The President of the American Cotton Spinners' Association, in his annual address at Charlotte, in Carolina, deplored the present manipulation of the market as being injurious alike to the producer and the manufacturer, and suggested that the manufacturers should annually buy one year's supply between September and December and thus restrict the opportunity for the manipulation of the remaining few hundred thousand bales on the market.

MR. BALFOUR AND THE TEA DUTY.

London, 15th May. Mr. Balfour received a deputation to-day and declined to modify the Tea Duty. Three hundred attended the deputation, representing the corn-milling and tea interests. Mr. Chapin made a grand fighting speech.

Mr. Balfour, replying to the deputation which waited on him deprecated the heat with which Mr. Chapin had introduced the subject. He combated at considerable length the arguments set forth by the deputation, and concluded without making any concession to its wishes.

THE VICTORIA STRIKE OVER.

London, 15th May. The strike in Melbourne has ended. Intense relief is felt in Victoria at the termination of the strike, which the leaders admit is due to the drastic Strike Bill. Parliament adjourned to-day, amid cheers for the Premier.

THE DELHI DURBAR REPRODUCED IN LONDON.

London, 15th May. The Military Tournament opened at Illington to-day, the great feature being the Delhi Durbar pageant, reproducing in a most admirable manner the ceremonies and fetes at Delhi. The whole show is an immense success. The King and Queen visit the tournament to-morrow.

THE MACEDONIAN TROUBLE.

London, 15th May. The Bulgarian Government has sent a Note to its representatives abroad, requesting them to call the attention of the Powers to the excesses committed by the Turks in Macedonia, thus rendering useless Bulgaria's efforts to restrain the Macedonians.

ANTI-SEMITIC CRUSADE IN RUSSIA.

London, 15th May. There is a marked recrudescence of Anti-Semitism in Russia. Old expulsion ordinances are being enforced. At Kioff thirty-seven thousand Jews have been forced to quit and seek refuge within the Southern pale. A reign of terror exists in some cities, and the Provincial Governors do little to protect the Jews from the violence of the mobs, who are incited by Anti-Semitic organs. Large numbers are emigrating to Great Britain and America.

SERVICE IN SOMALILAND.

London, 16th May. In reply to the offer from 200 Kaffirians Rifles to serve in Somaliland, Mr. Brodrick says that General Manning had cabled that no reinforcements were at present required, but the offer would not be forgotten in case of necessity.

TURKS AND ALBANIANS.

London, 17th May. The Turkish troops advancing to Ipek, an Albanian stronghold, were attacked by Albanians. Many were killed and wounded on both sides. The inhabitants of Ipek have submitted, but many Albanians still hold the mountains.

STATE VERSUS CHURCH IN FRANCE.

London, 17th May. Anti-Clerical demonstrations took place to-day in Paris and the provinces, and in around the churches, and free fights ensued. The injured were mostly Free-thinkers.

MELBOURNE STRIKERS IN AN AGGRAVATED MOOD.

London, 17th May. The Melbourne strikers are dissatisfied with the Government's stringent conditions not allowing the most prominent of the strikers to return to work. They meet to-morrow to decide whether they will resume the strike.

THE LONDON PRESS AND THE CORN TAX.

London, 17th May. Referring to the Corn Tax, the *Morning Post* blames the Government for throwing over the loyal and sowing disgust and derision by their ridiculous fictions.

The *Standard* says the Government has done little to satisfy its enemies, and has estranged many of its friends.

The *Times* says it is certain refreshment to Mr. Balfour's speech to the deputation to Mr. Chamberlain's speech at Birmingham.

PASSENGERS EXPECTED.

The list of passengers from London for Hongkong by the next P. & O. mail include Mrs. Miss and Mr. Atkinson, jun., Sergeant and Mrs. Olivier, Sergeant and Mrs. Standage, Mr. and Mrs. Wayne and Mr. Hayton. From Manila, Mr. P. W. Sergeant.

The following were booked by the P. & O. mail leaving London May 2nd—Major and Mrs. S. W. Ormiston, Staff-Pay. A. Wilson. Lieut. J. A. Rogers, Sub-Lieut. Stevens, Mr. D. Tylecote, Mrs. Donald, Miss A. Corbishley, Lieut. W. C. Burnett, Sub-Lieut. J. B. Pablik. Bank.

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[39]



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The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

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Hongkong, 14th February, 1903. [52]

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.P.C., 5th Ed. P.O. Box 23. Telephone No. 12.

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Apply to—
A. SPIELER.
Hongkong, 1st June, 1903. [1587]

NIPPON YUSEN KAISHA.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. T. S. TAKAYANAGI will assume charge of the Company's business at this port.

A. S. MIHARA,
Manager.

Hongkong, 1st June, 1903. [1588]
GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA."

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed.
SANDER, WIELER & CO.,
Agents.
Hongkong, 1st June, 1903. [1582]

FIRE INSURANCE.

ATLAS ASSURANCE CO. LD. OF LONDON.

ESTABLISHED 1808.

THE SECRETARY of the CHINA TRADERS' INSURANCE CO. LD. having from this date been appointed AGENT for the FIRE DEPARTMENT of the ATLAS ASSURANCE CO. LD., with power to issue Policies, Settle Losses, and generally to act as the Company's Representative in this Colony, all communications in connection with the Atlas Company's Fire business should thereafter be made to the said Agent at the Office of the China Traders' Insurance Co. LD., in Queen's Buildings.

Dated Hongkong, 1st June, 1903.
P.P. ATLAS ASSURANCE CO. LD.,
C. N. MILLIKEN.

ATLAS ASSURANCE CO. LD. OF LONDON.

THE Undersigned, having been appointed AGENT for the FIRE DEPARTMENT of the ATLAS ASSURANCE CO. LD., is prepared to issue Policies at Current Rates.

The Company was Established in the year 1808 and the total Funds in hand (exclusive of Capital £2,000,000), at the close of 1902 exceeded Two and a Quarter Million Pounds Sterling.

JAMES WHITALL,
Secretary.

CHINA TRADERS' INSURANCE CO. LD.
Hongkong, 1st June, 1903. [1593]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"THALES"
Captain Robson, will be despatched for the above port TO-DAY, the 1st inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 1st June, 1903. [1590]

FOR ODESSA.

THE Russian Steamer
"HERMANN LERCHE,"
1,978 tons, will be despatched for the above port on or about 5th July.

For Freight, apply to
BRADLEY & CO.,
Agents.
Hongkong, 1st June, 1903. [1591]

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles—
Currency in India and China.
The Yunnan Rebellion.
Preparing to Abolish Leprosy.
Proposed Bridge Across the Harbour.
Kwang Y. Wei.
The New Telegraph Code.
Harbour Master's Report for 1902.
The Suggestive Bridge Across the Harbour.
The French Army in the East.
Sir Robert Hart's Decorations.
The P. & Dutch Steamship Line.
The Official Murder by Chinese in Hongkong.
Society in Hongkong.
Cable to the Philippines.
Supreme Court.
Police Court.
Armed Robberies.
A Hongkong Tribute to Beaconsfield.
The China League Annual Report.
Wreck of the S.S. "Foamoon."
Correspondence.
Kwangsi Famine Fund.
The Rice Tribute.
Gold and Coal on the Siamese Frontier.
Mercenary Misconduct in the Philippines.
The Conquest of Manchuria.
Canton.
Singapore and Ships' Doctors.
A. Watson & Co. Ltd.
Tungking Medical Missionary Hospital.
Mutiny on a British Ship.
The Situation in Yunnan.
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Subscription, \$12 per Annum, payable in advance; postage, \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 for three copies, Cash.
Hongkong, 30th May, 1903.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE undersigned has received instructions from Mr. A. HARR, to Sell by Public Auction,
on
SATURDAY,
the 6th June, 1903, at 2.30 p.m., at his Residence, No. 16, Ice House Street (Top Floor),
THE WHOLE of his
HOUSEHOLD FURNITURE,
Comprising—
WARDROBES, BEDSTEADS, CHEST-OF-DRAWERS, TABLES, PICTURES, TOILET TABLES, WASHSTANDS, DINING TABLE, GLASS and CROCKERY WARE, &c., &c.; Also
One SEMI-GRAND PIANO by BROADWOOD & SON.
On view from Friday, the 5th June. Catalogues will be issued.
Terms—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 1st June, 1903. [1589]

THE EAST ASIATIC COMPANY, LIMITED.
FOR FOCHOOW, TONGKU AND PORT ARTHUR.
"SIAM"
Captain Gahn, will be ready to load on or about FRIDAY, the 5th June, for Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th May, 1903. [1588]

IN THE MATTER OF H. PIRY & CO., IN LIQUIDATION.

THE SALE advertised to be held at the French Consulate, at Canton, on the 2nd June next, is POSTPONED until further notice, by order of the Liquidator.
Canton, 27th May, 1903. [1586]

FOR SALE.
A COPY OF THE
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(The "Times" Reprint)
In 25 large Quarto Volumes: Half Morocco Binding; Perfectly New and in A 1 Condition. The only Standard Work of Reference in the English Language.
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Apply to—
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Care of Daily Press Office.
Hongkong, 22nd May, 1903. [1505]

BANK HOLIDAY.
IN Accordance with Ordinance No. 6 of 1873, the undermentioned Banks will be closed for the transaction of Public Business (1st JUNE, TO-DAY (WHIT MONDAY)).
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
T. P. COCHRANE,
Acting Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
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Harcourt Baiting's Genuine Compo-
sition Red Lead Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MOORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition ("Grey-
hound Brand") and Blundell's
Spence & Co.'s Composition

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates

NOTICES OF FIRMS

NOTICE

MR WILLIAM H. GASKELL having
returned to the Colony, resumes his
practice as Public Accountant.
Office: No. 4, Des Voeux Road.
Hongkong, May 25, 1903. [1532]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.
司公限有船輪華中

THE OFFICES of the above Company have
been OPENED at No. 35, QUEEN'S
ROAD CENTRAL, 2nd FLOOR.
Hongkong, 21st March, 1903. 924

CHINESE AMERICAN COMMERCIAL
COMPANY,
司公美華
IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THIS Company's Offices are Established at
Nos. 29 and 31, CONNAUGHT ROAD
opposite Douglas Pier.
Hongkong, 1st May, 1903. [1321]

NOTICE

NOTICE IS HEREBY GIVEN that the
Partnership hitherto existing between
JOHN WALDEN, KINGHORN and
DONALD MACDONALD was DISSOLVED
by mutual consent on the Thirty-first day
of December, 1902, and that since that date
the business of the former firm of KINGHORN
& MACDONALD has been carried on by
DONALD MACDONALD in the firm name of
KINGHORN & MACDONALD.
NOTICE IS FURTHER GIVEN that as
from this date the said business will be carried
on by DONALD MACDONALD under the
style of MACDONALD & CO.
All DEBTS due to or by the late firm of
KINGHORN & MACDONALD will be re-
ceived and paid by DONALD MACDONALD.
Dated this 25th day of May, 1903. [1554]

ROYAL ERATED WATERS
MANUFACTORY.

If you want a drink of health,
If 'tis true that health is wealth,
If you'd take your proper place,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Resonance many from which to choose,
Our list of drinks will you amuse

Apply to—
F. P. DANENBERG, Manager,
Factory & Office—West Point; Telephone 367;
Depot—Lee House Street; Telephone 374.

Novel Specialities. Best in the Far East.
Refreshing and invigorating drinks of the
season. Just Produced, Long-Life, Non-Intoxi-
cating and Excellent Beverages.
Fruit-Quin, Winter Stout, Strawberryade,
Julius-Champagne, Orange Champagne, Hop
Ale. [11-2]

WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE 41.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMAN & CO.,
14, DES VOEUX ROAD. [2742]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year
1902, at the rate of Sixty Cents per Share
(or Six per Cent. on the Capital of the Company,
making Eleven per Cent. for the year) is payable
at the HONGKONG AND SHANGHAI BANK,
Hongkong, on and after this date, the 25th
MAY, 1903, on Warrants to be obtained from
the undersigned. Local Shareholders are
requested to apply to the COMPANY'S
OFFICE for their Warrants.

The DIVIDEND is also payable at the
HONGKONG AND SHANGHAI BANK, SHANGHAI,
on presentation of Warrants there on and after
the same date.

By Order,
A. H. MANCILL,
Secretary. [1570]

HONGKONG, 29th May, 1903.

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the
above Company will be held at the
COMPANY'S OFFICE, No. 4, QUEEN'S
BUILDINGS, on SATURDAY, the 6th
JUNE, at NOON.

J. WHEELEY,
General Manager. [1511]

HONGKONG, 22nd May, 1903.

NAVY LEAGUE.

HONGKONG BRANCH.

PUBLIC MEETING.

MR. H. E. WYATT, a delegate of the
Navy League, will give an ADDRESS, TO-MORROW (TUES-
DAY), 2nd JUNE, in the CITY HALL, at
5.15 P.M. Ladies and the General Public are
cordially invited to attend. His Excellency
THE GOVERNOR will take the Chair.

E. W. MITCHELL,
Acting Hon. Secretary. [1578]

HONGKONG, 30th May, 1903.

HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that
Sealed Tenders will be received at the
COLONIAL SECRETARY'S OFFICE,
Hongkong, till Noon, on FRIDAY, the 31st
day of JULY, 1903, for the Purchase of the
privileges known as the OPIUM FARM OR-
dinance 1891 to 1897 and Ordinance No. 1 of
1898; that is to say, the sole privilege of
preparing Opium and of Selling, within the
Colony (including the New Territories), Opium
so prepared, inclusive of the privilege of
collecting duties and of preparing and dealing
in dried Opium, for Three Years from the 1st
of March, 1904.

Full information as to conditions of tender-
ing, etc., can be obtained from the Colonial
Treasurer.

By Command,
Colonial Secretary's Office,
Hongkong, 29th May, 1903. [1582]

WANTED AT ONCE.

A PHYSICIAN with European or British
Colonial Diploma for Casting Stammer.
Apply to—
"PHYSICIAN"
Care of Daily Press Office.
Hongkong, 27th May, 1903. [1541]

WANTED.

A COMPRADEORE with good Security.
Apply to—
DOSHI BROTHERS,
16, Hollywood Road.
Hongkong, 15th May, 1903. [1429]

NOTICE.

THE SWATOW ICE COMPANY is
prepared to supply ICE at Current
Rates.

BRADLEY & CO.,
Agents.
Swatow, 1st May, 1903. [1339]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.L.B.O., Sealer and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 223 feet.
Length on Blocks... 350 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet
Length on Blocks... 350 "

Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE. [153]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.

No. 39, WYNDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1588]

MARINE INSURANCE IN TIME
OF WAR.

The following article was written a month
ago by the Marine Insurance correspondent of
the London Times and will doubtless interest a
large number of our readers:—

In his speech at the Foreign Office last month
an influential deputation on food supply, the
Prime Minister set out very clearly the problem
which this country has to face in regard to the
supply of food and raw materials in time of war.
"What we have to fear," said Mr. Balfour, "is
not exclusion, but the cost of introducing the
raw material. We shall get it, and all we want,
if we are ready to pay the price. It is a question
ultimately of price, and the question of price is
also ultimately a question of insurance." This
question of insurance will form an important
part of the enquiry to be undertaken by the
Royal Commission whose appointment is
just announced. The effect which the out-
break of war, or even the fear that war was
imminent, would have on insurance rates would
be very great and very rapid; how great and
rapid will be appreciated by the public if I explain
the present attitude of marine underwriters
and their liabilities in regard to war risks.

The present practice in the insurance market
as regards the risk of war dates from the spring
of 1898 and was consolidated in the autumn of
that year, after the Fashoda scare. The clause
in marine policies under which underwriters
limit their risks runs as follows:—
"Warranted free of capture, seizure, and
detention, and the consequences thereof, or any
attempt thereat, piracy excepted, and also from
all consequences of riots, civil commotions,
hostilities, or warlike operations, whether be-
fore or after declaration of war."

The words "riots, civil commotions" are
generally omitted if the assured desire it. It
will be observed that this clause is a wide one,
and its validity has been upheld in the Courts
in a recent case concerning commandeered gold.
So long as a policy contains the "free of
capture" or "f.c. and s." clause, as it is com-
monly termed, underwriters are protected from
all liability for losses incurred through warlike
operations.

The "free of capture" clause was in use before
1898, but underwriters became so slack about
insisting upon it that it was struck out of prac-
tically all policies except those upon hulls which
were insured for 12 months. If this country had
suddenly engaged in war with European Power,
say in 1897, almost all the cargoes afloat in
British ships and all the vessels insured under
voyage policies would have been liable to capture
at the risk of the underwriters. And this risk
was run without any money equivalent being re-
ceived for it. A serious war with a naval Power
would have brought widespread ruin, and more
thought of such a possibility gave the insurance
market a bad scare. In 1893 it was agreed to
insert on the "free of capture" clause in all time
policies and in all cargo contracts, and not to
omit it except for an extra war risk premium.

It was included also in all other policies, unless
express stipulation was made to the contrary,
and a notice to this effect was and is displayed
in most marine companies' offices. The original
stringency of this arrangement has not been
fully maintained, but one may say that the
omission of the clause nowadays is distinctly the
exception. Where cargo is being shipped for a
voyage, or a hull insured for an immediate
voyage, the clause is often omitted at the request
of the assured and without an extra premium; but
underwriters make this concession only for a
month or so ahead, and it would be withdrawn
at once if there were a hint of a serious inter-
national complication. At present there are, I
believe, only two fleets insured for 12 months
against "war risks"—of course at a additional
premium—and, if all concessions in the way of
striking out the "f.c. and s." clause were stop-
ped, the current risks in cases where it had been
struck out without an extra premium would
nearly all expire in the course of a month or
six weeks. This means that the insurance
market has its hands to a large extent free, and
that the risks of capture and seizure would, in
the event of war, have mainly to be borne, as
far as existing policies are concerned, by the
insuring public and not by underwriters.

The outbreak of war, or the imminence of
war, would cause a panic among the insuring
public, and there would be a rush to cover "war
risks." In ordinary times of peace insurance
against war risks usually means the insurance
against the risk that war will be declared by
certain specified Powers. Speculative business
of this kind is done by a comparatively small
section of marine underwriters, and no sort of
comparison can be drawn between the fancy
rates charged for these insurances and those
to cover the risks of capture and seizure
of definite cargoes and vessels if war was
in sight. Serious business of this kind
on the scale which the public would demand

could not be done by a speculative clique
at Lloyd's, but would have to be taken up
by really strong groups of private underwriters
and by the leading marine insurance companies.
Security would be of far more importance than
the amount of the premiums, and the people who
could give the security would be able to charge
pretty much what they liked. The weak under-
writers would be quickly smothered up—the more
quickly if there were a large number of captives
at the beginning of a war before many of the big
war premiums could be raked in. The failures
which would certainly occur, especially if there
was much speculative business transacted before
war actually broke out, would emphasize this
need for security.

It is not possible to form any idea what the
premiums would be to cover the risks of capture
and seizure; the only certain thing is that they
would be high, probably not less than five
guineas per ton, per voyage at first, whatever
they might fall or rise to later on. When
the Spanish-American war broke out, Spanish
steamers from Spain to Cuba and American
steamers out of San Francisco were insured at
five guineas per ton. But when the American
navy secured command of the sea the rates on
the American steamers dropped to shillings and
those on Spanish steamers ran up to anything
short of cent. per cent. The blockade of any
port would have a material effect upon rates, as
may be judged from the fact that blockade run-
ners in the American Civil War were insured at
50 guineas per cent. for the run. It was a case
of total loss or nothing. But with ordinary mer-
chant steamers, making for unblockaded ports,
the risks would be much smaller, especially if the
British Navy sealed up the greater number of
hostile foreign warships in their own ports.

Mr. Balfour seemed to find comfort in the
alleged fact that the average war premium in the
Great War was about 5 per cent., presumably
per voyage. The risk covered was really that of
capture near the home ports, and as Mr.
Douglas Owen has pointed out in his work on
"Declaration of War," the danger of capture
was very little less on a short voyage than on a
long one. Even if the rate of 5 per cent. be
accepted as some guide, the effect of such a
charge on prices would be immense. The insur-
ance rates upon the hull of a first-class Can and
liner work out at about 2s. 1d. per cent. per
voyage, and the rates on her cargo at about
4s. 6d. per voyage. The shippers by a good tramp
steamer in the Atlantic trade do not pay more
than 10s per cent. per voyage on her cargo.
Consider what it would mean to add to these
rates 100s per cent. per voyage. A large
Atlantic liner which paid for an insurance on
her hull at 25 per cent. per voyage would pay
away her whole value in insurance premiums
in a single year. A 5 per cent. rate is not a
thing to be regarded lightly, however little it
may sound.

While it is true that the prices of food and
materials in war time are primarily a question
of insurance, there is another important aspect.
If one assumes that food and the materials
of industry, except coal, are not contraband
of war and could be carried safely in neutral
bottoms, the use of neutral bottoms for such a
purpose is not a pleasant prospect. We
should get our food, no doubt; but what
about our shipping trade? The Declara-
tion of Paris, under its "free ships, free
goods" clause, would practically compel British
merchants, in order to avoid the war premiums
on cargoes carried in British ships, to place
their goods under the protection of a neutral
flag. Neutral carriers would scramble for our
trade and, if a war continued for any length of
time, would be likely to buy up the British ships
which had to be laid up for want of cargo. By
this means they could acquire ample tonnage.
And, when the trade had gone and the ships
had gone, what, at the end of the war, would be
the effect upon our shipping industry? High
prices for food and materials are merely a part
of the evils which a serious naval war would
bring upon us.

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.,
Hongkong 3rd October, 1902. [156]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S SCHULZE'S AMBERITE
KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.,
Hongkong, 23th November, 1902. [118]

RUINART PERE & FILS, REIMS

Established 1719,
CHAMPAGNE GROWERS AND
SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 18th May, 1903. [105]

DIED—ABRAHAM LA RUE—APRIL 27th.

ALL CLAIMS against his Estate are
requested to be presented to AMERI-
CAN CONSUL-GENERAL for authen-
tication.
Hongkong, 29th April, 1903. [1309]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
I have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [65]

WM. POWELL, LD.,

DRESSMAKERS, DRAPERS, AND GENTLEMEN'S
OUTFITTERS,

28 AND 34, QUEEN'S ROAD CENTRAL.

DRESSMAKING UNDER EXPERIENCED EUROPEAN
SUPERVISION.

GENERAL DRAPERY GOODS OF EVERY KIND ALWAYS
IN STOCK.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S DEPARTMENT THOROUGHLY, UP-TO-DATE.
SHIRTS, TIES, COLLARS, BOOTS, PANAMAS,
RAINCOATS, ETC.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE.

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE.

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—

JARDINE, MATHESON & CO.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.)

PURVEYOR TO THE BRITISH FIELD FORCE
CANTINIERS IN SOUTH AFRICA.

BRANCHES:

BOMBAY.....20, ESPLANADE ROAD.

CA CUTTA.....4, DALHOUSIE SQUARE.

RANGOON.....72, MERCHANT STREET.

LONDON.....19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO., HONGKONG [164]

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Nowehwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotsu, Sasebo, Maidzuru, Misaki, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ito Coal Mines; and
SOLE AGENTS for Hokoku, Horde, Kanada, Fujinotsu, Manada, Mannoura, Ozawa, Otouji,
Sasahara, Tsubakuro, Yoshinotsu, Yoshio, Yunkoboku, and other Coals.
N. INUZUKA, Manager, Hongkong.

FIRE.



ORIENT INSURANCE COMPANY.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st May, 1903.

[1319-2]

HIGH-CLASS CHRISTMAS

Plain Christmas Cakes... from \$1.00
German Christmas Cakes... from \$1.00
Assorted Pastry Cakes... from \$1.00
Scotch Buns... from \$1.00
Preserved Stollen... from \$1.00
Mince Pies... from \$1.00
Chicken and Ham Pies... from \$1.00
Game Pies... from \$1.00

Christmas Puddings &c. to Order.
Please apply to WEISMAN & CO., 142,
Fray's East, ANGLO-AMERICAN STORES,
64, Elgin Road, or ROYAL ERATED
WATER DEPOT, Ice House Street.
Hongkong, 19th December, 1902. [117-1]

THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,
27, DES VOEUX ROAD CENTRAL HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903. [769]

NOTICE.

ALL Persons having any CLAIMS against
our firm are requested to send us
particulars in writing thereof before the 1st
JUNE, 1903, on which date the engagement of
our present Comptroller will terminate.

DOSHI BROTHERS.

Hongkong, 15th May, 1903. [1435]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong Island and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CALCHAS	Brit. str.	2 m.	W. B. Palmer	BUTTERFIELD & SWIRE	On 6th inst.
LONDON, &c. via Ports of Call.	VALETTA	Brit. str.	2 m.	Holman	P. & O. S. N. Co.	On 6th inst., at Noon.
LONDON & ANTWERP via SUEZ CANAL	GLENFARG	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 23rd inst.
LIVERPOOL	HYSON	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL	COFACE	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 14th July.
MARSEILLES, &c. via Ports of Call.	SALAZAR	Brit. str.	2 m.	Auber	MESSAGERIES MARITIMES	To-morrow, at 11 A.M.
MARSEILLES, LONDON & ANTWERP v. S'PORE, &c.	BOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	SADO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP	ANTHONY	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	ALGIBUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 7th July.
MARSEILLES, LONDON & ANTWERP	TELEUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 23rd inst.
BRISBANE, via Ports of Call.	STUTTGART	Ger. str.	2 m.	P. Gross	MELCHERS & CO.	On 11th inst., at Noon.
HAVRE, BREMEN & HAMBURG	SEGOVIA	Ger. str.	2 m.	Fock	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madson	HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	NORNBURG	Ger. str.	2 m.	Jaburg	HAMBURG-AMERIKA LINIE	On 14th July.
HAVRE & HAMBURG	WURZBURG	Ger. str.	2 m.	v. Binzer	HAMBURG-AMERIKA LINIE	On 23rd July.
HAVRE & HAMBURG	BADENIA	Ger. str.	2 m.	Ror'en	HAMBURG-AMERIKA LINIE	On 11th August.
GENOA, ANTWERP & LONDON	BENMOHE	Brit. str.	2 m.	Wallace	GIBB, LIVINGSTON & CO.	On 6th inst.
NEW YORK, via SUEZ CANAL	PEMBROKESHIRE	Brit. str.	2 m.	von Hoff	SHAW, TOMES & CO.	Quick despatch.
NEW YORK, via SUEZ CANAL	KUMIA	Brit. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	To-morrow.
NEW YORK, via SUEZ CANAL	HEATHFIELD	Brit. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	On 5th inst.
NEW YORK, via SUEZ CANAL	CHARLES TIERGHEIN	Brit. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	On 15th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	von Hoff	CANADIAN PACIFIC R. CO.	On 3rd inst., at Noon.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	von Hoff	CANADIAN PACIFIC R. CO.	On 2nd July.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	AKI MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	SHINANO MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TELEMACUS	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 17th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.	W. Thompson	DOWELL & CO. LIMITED	On 24th inst.
PORTLAND, OREGON	INDRASAMHA	Brit. str.	2 m.	R. P. Craven	PORTLAND & ASIATIC S.S. CO.	On 14th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	R. P. Craven	PORTLAND & ASIATIC S.S. CO.	On 3rd inst., at Noon.
AUSTRALIAN PORTS	EMERALD	Brit. str.	2 m.	R. P. Craven	PORTLAND & ASIATIC S.S. CO.	On 6th inst., at Daylight.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.	H. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
ODESSA	HERMANN LUDWIG	Rus. str.	2 m.	H. W. Haswell	BRADLEY & CO.	On or about 5th July.
YOKOHAMA	KWANGSI	Brit. str.	2 m.	C. D. Bennett, B.N.R.	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, via SHANGHAI, MOI & KOBE	CETLON	Brit. str.	2 m.	C. D. Bennett, B.N.R.	P. & O. S. N. Co.	On or about 13th inst.
MOI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	2 m.	J. Nagao	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
KOBE DIRECT	PELKA	Brit. str.	2 m.	J. McGinty	SHAW, TOMES & CO.	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 5th inst., at Daylight.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
SHANGHAI	LYERMOON	Ger. str.	2 m.	Th. Lehmann	SIEHSEN & CO.	To-day, at 4 P.M.
SHANGHAI	MASLIA	Brit. str.	2 m.	G. W. Cockman, B.N.R.	P. & O. S. N. Co.	About 6th inst.
SHANGHAI	TAMU	Brit. str.	2 m.	G. W. Cockman, B.N.R.	P. & O. S. N. Co.	To-morrow.
SHANGHAI	DAIGI MARU	Jap. str.	1 m.	T. W. Groves	BUTTERFIELD & SWIRE	On 3rd inst.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	To-day.
FOOCHOW, TONGKOU & PORT ARTHUR	SIAM	Dan. str.	2 m.	Glabn	MELCHERS & CO.	Quick despatch.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 9th inst.
SWATOW	THALES	Brit. str.	2 m.	Robson	DOUGLAS LAURENCE & CO.	To-day, at Noon.
SWATOW, CHEFOO & TIENTSIN	NANCHANG	Brit. str.	2 m.	Gibson	BUTTERFIELD & SWIRE	To-morrow.
SWATOW	HAIDONG	Brit. str.	2 m.	Gibson	DOUGLAS LAURENCE & CO.	To-morrow, at 10 A.M.
MANILA	ROHILLA MARU	Jap. str.	2 m.	E. P. Bishop	TOYO KISEN KAISHA	To-morrow, at 11 A.M.
MANILA	CHANGSHA	Brit. str.	2 m.	E. P. Bishop	BUTTERFIELD & SWIRE	On 3rd inst., at Noon.
MANILA	SUNSHANG	Brit. str.	2 m.	E. P. Bishop	BUTTERFIELD & SWIRE	On 8th inst., at 5 P.M.
MANILA DIRECT	KUMANO MARU	Jap. str.	2 m.	R. W. Almond	SHAW, TOMES & CO.	On 3rd inst., at 10 A.M.
SINGAPORE, COLOMBO & BOMBAY	ZAFIRO	Brit. str.	2 m.	R. Rodger	P. & O. S. N. Co.	On 13th inst., at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	TIENTSIN	Brit. str.	2 m.	H. W. Kenrick	P. & O. S. N. Co.	On 4th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	CATHERINE APCAR	Brit. str.	2 m.	A. Stewart	DAVID SASSON & CO., LTD.	On 4th inst., at Noon.
BOMBAY, via SINGAPORE & PENANG	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	To-morrow, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	CAPRI	Ital. str.	2 m.	Behlto	CARLOWITZ & CO.	On 11th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	2 m.	T. Murai	NIPPON YUSEN KAISHA	On 16th inst., at Noon.

SHIPPING.

ARRIVALS.

May 29, TIENTSIN, British str., 1,227, J. Gibb.	Wahm and Chinkiang, General.—BUTTERFIELD & SWIRE.
May 29, ALGERINE, British sloop, from Mire Bay.	
May 30, ANNING MARU, Japanese str., 1,053.	J. Goto, Foochow via Amoy and Swatow.
May 30, KUMANO MARU, General.—OSAKA SHOSHEN KAISHA.	
May 31, HANOI, French str., 739, P. Morlees.	Huiphong 26th May, Pakhoi 27th and Hoihow 29th, Rice and General.—A. K. MARY.
May 31, LOONGMOON, German str., 1,248, F. Schultze.	Shanghai 27th May, General.—SIEHSEN & CO.
May 31, SINGAPORE, British str., 1,021, E. W. Outerbridge.	Manila 27th May, General.—BUTTERFIELD & SWIRE.
May 31, TIENTSIN, British steamer, 320, A. J. Hobson.	Singapore 27th May, General.—DOUGLAS LAURENCE & CO.
May 31, WINELAND, Danish steamer, Deger.	Java 15th and Manila 27th May, Sugar.—CH. NEESE.
May 31, ANNAM, French str., 2,238, Girard.	Marsdes 3rd May, Manila and General.—MESSAGERIES MARITIMES.
May 31, ANSOLD LUYKEN, German str., 1,095.	C. Urberle, Saigon 27th May, Rice.—F. E. A. TRADING CO.
May 31, KITA NAGASAKI, German str., 1,161.	Brunei, Wuhu 25th May, Rice.—CHINESE.
May 31, FAIRHORN, Norwegian str., 591, Harndson.	Wuhu 26th May, Rice.—SANDER WIELER & CO.
May 31, HAIKONG, British str., 783, S. Gibson.	Tamsui via Amoy and Swatow 27th May, General.—DOUGLAS LAURENCE & CO.
May 31, LYERMOON, German str., from Canton.	May 31, MARIE, Swedish str., 1,000, Johnson.
May 31, HANNO, Chinese str., from Canton.	May 31, SUIPRISE, French gunboat, 627.
May 31, THOMAS, Kwangchow 30th May.	Shanghai 27th May, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the HARBOR MASTER'S OFFICE.	29th May.
Ayr, Norwegian str., for Moji.	
Cambridge, French str., for Taku.	
Carl Diederichsen, German str., for Hoihow.	
Daigi Maru, Japanese str., for Swatow.	
Huiching, British str., for Swatow.	
Hongchow, British str., for Shanghai.	
Hoihow, French str., for Hoihow.	
Kong Beng, German str., for Bangkok.	
Kumano Maru, Japanese str., for Kobe.	
Kwangsi, Chinese str., for Shanghai.	
Maria Jochsen, German str., for Singapore.	
M. Struve, German str., for Chinkiang.	
Morburg, German str., for Calcutta.	
Melpomene, Australian str., for Singapore.	
Shawmut, American str., for Moji.	
Skuld, Norwegian str., for Saigon.	
Taurus, Norwegian str., for Moji.	
Thomis, Norwegian str., for Woonung.	

DEPARTURES.

30th May.	
CAMBODGE, French str., for Taku.	
HONGKONG, British str., for Shanghai.	
Hoihow, French str., for Huiphong.	
HONGKONG MARU, Japanese str., for Shanghai.	
KANAGAWA MARU, Japanese str., for Singapore.	
KONG BENG, German str., for Bangkok.	
KUMANO MARU, Japanese str., for Kobe.	
KWANGSI, Chinese str., for Shanghai.	
SHAWMUT, American str., for Moji.	
ZAFIRO, British str., for Manila.	
31st May.	
ANNAM, French str., for Shanghai.	
AZE, Norwegian str., for Moji.	
CARL DIEDERICHSEN, German str., for Hoihow.	
DAIGI MARU, Japanese str., for Tamsui.	
HUICHING, British str., for Coast Ports.	
KUMANO MARU, Japanese str., for Kobe.	

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
STUTTGART	THURSDAY 11th June
PREUSSEN	THURSDAY 25th June
HAMBURG	THURSDAY 9th July
PRINZ HEINRICH	THURSDAY 23rd July
SACHSEN	THURSDAY 6th August
KLAUSCHOU	THURSDAY 20th August
BAYERN	THURSDAY 3rd September
	THURSDAY 17th September

On THURSDAY, the 11th day of June, 1903, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Gross, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 9th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 10th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 28th May, 1903.

MELCHERS & CO., AGENTS.

15

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA

OF JAPAN, MOI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"INDRASAMHA" 5,197 R. P. Craven June 14, 1903

"INDRAVELLA" 4,899 W. E. Groves July 14, 1903

"INDRAVELLA" 4,899 A. E. Hellingworth Aug. 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th May, 1903.

14

TOYO KISEN KAISHA

MANILA

LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date

"ROHILLA MARU" E. P. Bishop 3869 Tuesday, 2nd June, at 11 A.M.

"ROSETTA MARU" N. Tate 3876 Saturday, 6th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 28th May, 1903.

K. NAKASHIMA, Manager.

1478

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NUBIA	NEW YORK, via PORTS	On 2nd June. Freight.
SEGOVIA	HAVRE, BREMEN and HAMBURG	On 2nd June. Freight.
STRASSBURG	HAVRE and HAMBURG	On 16th June. Freight & Passengers.
SUEVIA	HAVRE and HAMBURG	On 30th June. Freight.
NORNBURG	HAVRE and HAMBURG	On 14th July. Freight.
WURZBURG	HAVRE and HAMBURG	On 28th July. Freight & Passengers.
BADENIA	HAVRE and HAMBURG	On 11th Aug. Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S.	Tons	WEDNESDAY, 3rd June
"EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 24th June
"EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 15th July
"EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 22nd July
"EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
"EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 12th Aug.
"EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-PACIFIC JOURNALS, the (company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pacific Street.

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OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, via SWATOW	"DAIGI MARU"	MONDAY, 1st June
TAMU, via SWATOW	"DAIJIN MARU"	SUNDAY, 7th June
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 3rd June
ANPING, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 9th June

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"YANGTZE"	On 4th June.	
GLASGOW AND LIVERPOOL	"OOPACK"	On 15th June.	
GLASGOW AND LIVERPOOL	"TELEMACHUS"	On 20th June.	
GLASGOW AND LIVERPOOL	"PHOMETHUS"	On 27th June.	
GLASGOW AND LIVERPOOL	"STENTOR"	On 4th July.	
GLASGOW AND LIVERPOOL	"TYDEUS"	On 11th July.	

FOR	STEAMERS	TO	DATE
LONDON	"CALCHAS"	On 6th June.	
LONDON	"HYSON"	On 20th June.	
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.	
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.	
LIVERPOOL	"OOPACK"	On 14th July.	
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.	

TRANS-PACIFIC SERVICE.

VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, via
NAGASAKI, KOBE and YOKOHAMA.
The s.s. "OOPACK" and "YANGTZE" left Singapore on the 29th inst. a.m., and are
due here on the 4th June.
The s.s. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.
For Freight, apply to

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 30th May, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
NINGPO and SHANGHAI	"TAMSI"	On 2nd June.	
SWATOW, CHEFOO and TIENSIN	"NANCHANG"	On 2nd June.	
YOKOHAMA	"KWANGSI"	On 2nd June.	
MANILA	"CHANGSHA"	On 3rd June, at Noon.	

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY & MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 1st June, 1903.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA,
FOR
VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
OLYMPIA	J. Truebridge	2,837	June 24th
TREMONT	T. W. Garlick	2,806	June 30th
TACOMA	A. Dixon	2,812	July 6th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED
STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the
United States and Canada.
For further information as to Freight or Passage, apply to

**DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.**

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NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.	DESTINATIONS.	SAILING DATE.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	Tuesday, 2nd June, at Noon.
K. Kori	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	Tuesday, 2nd June, at 4 P.M.
AKI MARU	KOBE and YOKOHAMA	Friday, 5th June, at Daylight.
J. W. Ekstrand	MOJI, KOBE and YOKOHAMA	Friday, 12th June, at Noon.
TAMBA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	Saturday, 13th June, at Daylight.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	Tuesday, 16th June, at Noon.
J. Nagao	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	Tuesday, 16th June, at 4 P.M.
SADO MARU	NAGASAKI, KOBE and YOKOHAMA	Wednesday, 17th June, at Noon.
S. J. G. Parsons	KOBE and YOKOHAMA	Friday, 19th June, at Daylight.
BOMBAY MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	Friday, 19th June, at 4 P.M.
SHINANO MARU		
W. Thompson		
YAMATA MARU		
A. E. Moses		
SANUKI MARU		
W. Townsend		
KUMANO MARU		
E. W. Haswell		

Through Passenger Tickets issued to the Principal Cities in the United States, Canada
and Europe, in connection with the Great Northern Railway and Atlantic Steamers
Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through
passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Building First Floor, Chester Road.
A. S. MIHARA, Manager.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship
"HALLOONG,"
Captain Gibson, will be despatched for the above
ports TO-MORROW, the 2nd June, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFFRAK & CO.,
General Managers.
Hongkong, 30th May, 1903. [1581]

THE CHINA AND MANILA STEAM- SHIP COMPANY, LIMITED.

FOR KOBE DIRECT.
THE Company's Steamship
"PERLA,"
Captain J. McGilvy, will be despatched for the above
port TO-MORROW, the 2nd June, at 4 P.M.
This Steamer has superior accommodation for
Passengers, and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 30th May, 1903. [1576]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above
ports on THURSDAY, the 4th June, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 26th May, 1903. [1538]

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ
CANAL.

THE Company's Steamship
"HEATHFORD,"
will be despatched on FRIDAY, the 5th June.
For Freight, apply to
ARNHOLD KARBURG & CO.,
General Eastern Agents for China.
Hongkong, 26th May, 1903. [1508]

"BEN" LINE OF STEAMERS.

FOR GENOA, ANTWERP AND LONDON.

THE Company's Steamship
"BENMOHR,"
Captain Wallace, will be despatched as above on
SATURDAY, the 6th June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th May, 1903. [1559]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to Ade-
laide, New Zealand, Tasmania, &c.)
THE Company's Steamship
"EMPIRE,"
Captain Helms, will be despatched as above on
SATURDAY, the 6th June, at Daylight.
This well-known Steamer is specially fitted
for Passengers, and has a refrigerating cham-
ber, which ensures the supply of fresh pro-
visions, ice, &c., throughout the voyage.
The Steamer is fitted throughout with
the electric light.
A stewardess and a duly qualified surgeon
are carried.
To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th May, 1903. [1430]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEY, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.
THE Company's Steamship
"VALETTA,"
Captain W. B. Palmer, carrying His Majesty's
Mails, will be despatched from this Port on
SATURDAY, the 6th JUNE, at Noon,
taking passengers and cargo for the above
ports.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 25th May, 1903. [1]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

THE "Shiro" Line Steamship
"PEMBROKESBIRE,"
shortly expected, will have quick despatch.
The American Asiatic Steamship Company's
"NORMAN ISLES"
will be despatched on or about MONDAY, the
15th June.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th May, 1903. [1587]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY,
SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE
AGENTS.
Hongkong, 1st May, 1903. [250]

NAVIGAZIONE GENERALE ITALIANA. (Florida and Rabatino United Companies.)

STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.
Having connection with Company's Mail Steam-
ers to ADEN, SUEZ, PORT SAID, MESSINA,
NAPLES, LEGHORN and GENOA, also VENICE
and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and SOUTH
AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)
THE Company's Steamship
"CAPRI,"
Captain Beldio, will be despatched as above on
THURSDAY, the 11th June, at Noon.
At Bombay the Steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 29th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA
SUEZ CANAL.

THE Company's Steamship
"GLENFARG,"
Captain Holman, will be despatched as above
on TUESDAY, the 23rd June.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Hongkong, 18th May, 1903. [1569]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao
daily at 7.30 a.m. (Sunday included).
Departures from Macao to Hongkong daily
at 2 p.m. (Sunday included).
This steamer is the fastest and has superior
Cabin accommodation.

FARES:
1st Class \$1.50
2nd " 0.70
3rd " 0.30
Further Particulars may be obtained at the
Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West,
Hongkong, 16th May, 1903. [648]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith,
will depart from Hongkong to
Macao at 8 A.M., from Macao to Hong-
kong at 2 P.M., Sunday included.
1st Class, \$1.50; return ticket, \$2.50.
2nd Class, \$1.00; return ticket, \$1.50.
3rd Class, \$0.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central
Market; at Macao, C. M. S. N. Company's
Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 29th April, 1903. [849]

DAVID CORSAK & SON

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TALPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.

NOTICE.

WANG HING,
JEWELLER,
has REMOVED to No. 10, QUEEN'S ROAD
CENTRAL (opposite Messrs. KELLY and
WALSH) and has also kept his old Shop as a
Branch Establishment, named WANG HING
& CO.
Hongkong, 23rd March, 1903. [472]

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
ANHEUSER BUCHS BREWING
ASSOCIATION, ST. LOUIS.

LEANS IN OVERSEA AND
QUALITY IN THE WORLD.

This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Pleasantly bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [374]

GRIMAULT'S
SARSAPARILLA
A TRUE BLOOD PURIFIER

CLEANSE YOUR BLOOD
WITH GRIMAULT & CO'S
SARSAPARILLA!

For eruptions, scrofula, boils, ulcers,
sores, carbuncles, pimples, blotches,
and all disorders originating in vitia-
ted blood, this medicine is the most
reliable and most economical and
contains no mercury or dangerous
minerals. No other blood-purifier gives
equal satisfaction or is so universally
in demand.

GRIMAULT & CO
8, rue Vivienne, PARIS (France)
Sold by all dealers.

132-1

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.
1903.

"CHARLES TIBERGHIE" 15th June.
"MAODUFF" 10th July.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 21st May, 1903. [1125]

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND
SHANGHAI.

THE Steamship
"MELPOMENE"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
where delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the under-mentioned before
Noon, on the 5th June, or they will not be
recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 5th
of June will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 19th May, 1903. [1168]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD
HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"ROON,"
OF THE NORDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods with the exception
of Opium, Treasures and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 17th May.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 3rd of June will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on Wednesday, the 3rd June, at
9.30 A.M.
All Claims must reach us before the 6th
June, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.
NORDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 27th May, 1903. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless in-
structions are given to the contrary before
2 P.M. To-day, the 18th inst.
Goods not cleared by the 3rd prox., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 27th May, 1903. [10-12]

FOR SAMSHUI, VIA KONGMOON AND KUMCHUK.

THE Steamship
"PAK KONG"
will be despatched for the above ports every
TUESDAY, THURSDAY and SATUR-
DAY, at 5 P.M. Ample accommodation for
European Passengers.
For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LD.,
15 and 16, Cross Street, Pray, West
Hongkong, 6th May, 1903. [1353]

OCEAN STEAMSHIP COMPANY, LIMITED, AND THE CHINA MUTUAL STEAM NAVI- GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELEUS"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 28th instant.
Optional Cargo will be landed, unless notice
has been given a prior to steamer's arrival.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M. on the 3rd prox.
No Claims will be admitted after the Goods
have left the Godowns and all Goods
remaining undelivered after the 3rd prox. will
be subject to rent.
All Claims against the Steamer must be
presented to the undersigned on or before the
10th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th May, 1903. [10-12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless in-
structions are given to the contrary before
2 P.M. To-day, the 18th inst.
Goods not cleared by the 3rd prox., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 27th May, 1903. [10-12]

Gold Medal, Health Exhibition, London

BENGER'S FOOD is not only
highly nutritive, but is most
easily digested, and is
so delicious that it
is enjoyed by
Infants, Invalids,
Convalescents
and the
Aged.

"After a length-
ened experience
of Foods both at
home and in
India, I consider
"Benger's Food"
incomparably su-
perior to any I
have ever pre-
scribed."

From an
Eminent
Surgeon:-

BENGER'S FOOD

For INFANTS,
INVALIDS, & THE AGED.

Delicious, Nutritive, Digestible.

BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere.

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Sickness of Pregnancy.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Biliary Affections.

DINNEFORD'S
MAGNESIA

THE PERFECTION OF NATURE AND ART.

Manufactured by a special process,
securing high concentration of
the nutritive, stimulating and
refreshing properties of the finest
Cocoa Beans,

PURE
SOLUBLE

Is to-day in daily regular use in
every country in the world. Try
it, you will find it the most
nourishing, digestible and delicious
of all Cacaos, besides being

THE MOST ECONOMICAL IN USE.

van Houten's
Cocoa

GRIMAULT & CO
8, rue Vivienne, PARIS (France)
Sold by all dealers.

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